

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

For

Indiana Project  
Des. No. 9910900

Added Travel Lanes and Interchange Modifications  
On the west leg of I-465  
From South of S.R. 67 to 56<sup>th</sup> Street  
In Indianapolis, Marion County, Indiana

The FHWA has determined that this project designated as the Preferred Alternative in the approved Environmental Assessment dated February 7, 2003, will have no significant impact on the human environment.

In accordance with Executive Order 11990, the FHWA Indiana Division finds (1) there will be no practicable alternative to the proposed construction in wetlands, and (2) the proposed project will include all practicable measures to minimize harm to the involved wetlands which may result from such use.

This Finding of No Significant Impact (FONSI) is based on the environmental assessment and adequately and accurately discusses the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the enclosed Environmental Assessment.

June 27, 2003  
Date

for Max Tull  
John R. Baxter, P.E.  
Division Administrator

# **MITIGATION COMMITMENTS FOR I-465 WEST LEG**

## **Added Travel Lanes and Interchange Modifications From South of SR 67 to 56<sup>th</sup> Street**

### **Environmental Assessment**

**Project No. IM-465-4( )  
Description No. 9910900**

The following defines mitigation measures that will be implemented for this project.

The Standard Specifications of INDOT will be met, particularly those concerned with erosion, sediment control, re-vegetation, water pollution, air quality, solid and hazardous waste, and archaeology. Removal of vegetation and in-channel disturbance will be minimized. Temporary erosion and siltation control features such as placement of straw bales in drainageways and ditches, grading areas to retain runoff in basins, and covering exposed areas with burlap, jute matting, or straw will be utilized during the construction period. All disturbed soil areas will be re-vegetated immediately upon project completion. Low maintenance areas will be revegetated with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species. Inlets to storm sewers will be protected during construction, erosion control measures will be installed, and temporary seeding will be utilized where possible.

A Rule 5 Storm Water Permit for construction activity that results in the disturbance of five acres or more of total land will be obtained.

Approval for construction in a floodplain will be obtained from IDNR prior to any construction in a floodplain. A hydraulic design study that addresses various structure size alternatives will be completed during preliminary design.

Along Big Eagle Creek, no trees greater than 14 inches in diameter, living or dead, with loose hanging bark will be cut from April 15 to September 15. No work will occur in waterways from April 1 to June 30 without the prior written approval of the Division of Fish and Wildlife.

Unavoidable impacts to wetlands will be mitigated in accordance with Wetland and Habitat Mitigation Guidelines agreed to by INDOT, the US Fish and Wildlife Service, and IDNR. A Section 401 permit from IDEM and a Section 404 permit from the US Army Corps of Engineers will be obtained.

Contractors will be required to observe the requirements of 326 IAC 6-4 Fugitive Dust Rule and 8-5 Asphalt Paving Rule, which ensure that asphalt paving plants are permitted and operate properly. Areas where pigeons or bats have roosted for 3-5 years will be wetted down prior to demolition of a site.

The use of cutback asphalt, or asphalt emulsion containing more than seven percent oil distillate, will not be used during the months of April through October.

A detailed noise study will be conducted during final design to determine where noise barriers are feasible and reasonable. The noise study will include a public information meeting.

The roadway's drainage will be designed to meet INDOT's freeway standards to accommodate a 100-year storm at bridge waterway openings, a 50-year storm for inlets of storm drain systems, and a 10-year storm for side ditches.

Noise levels of construction equipment are regulated by the US Environmental Protection Agency. Worker exposure to noise is controlled by the Occupational Health and Safety Administration. Together these will help mitigate construction noise. Contractors would have to conform to local noise ordinances. Contractors would also be subject to proper disposal of waste construction debris. This would include proper treatment of potential asbestos-containing material.

The Office for Land Quality will be contacted if the site is found to contain any areas used to dispose of solid or hazardous waste, if contaminated soils are discovered, if PCB wastes are discovered, or if asbestos wastes are discovered. When final right-of-way requirements become fully defined, additional investigations will be conducted on any potentially contaminated sites.

Light rail corridors have been taken into account and no known design options for light rail have been foreclosed. The proposed Greenway Trails that cross I-465 at Big Eagle Creek and at the former B and O rail line south of Big Eagle Creek will be maintained. Primary bike routes, where crossed by I-465, will be accommodated with bike lanes on structures. Secondary routes will be accommodated with sidewalks or sidewalks and width for bike lanes.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, the discovery will be reported to the Department of Natural Resources within two business days and the Advisory Council on Historic Preservation will be contacted.

No right-of-way will be taken from Eagle Creek Park, Krannert Park, West Lake, or Ben Davis Junior High School.

Enclosed drainage may be used to minimize right-of-way in order to avoid residential and commercial relocations.